(b) if so, the details thereof and the reasons for such imports?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Indian Railways are not importing any railway wagons. However, Container Corporation of India (CONCOR), a Public Sector Undertaking of the Ministry of Railways had invited bids for flat wagons ,for transportation of I.S.O. containers.

(b) Bids have been invited by CONCOR under international Competitive Bidding since the purchase is to be financed by a World Bank loan. Indian * companies have also participated in the tender.

Tender has not yet been settled.

Development of agro-based unit

*595. SHRI RAHASBIHARI BARIK:
SHRI SARADA MOHANTY:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether Government have asked the State Governments to prepare Thames for the establishment and development of agro-based units in their respective States;

(b) if so, the response of the State Governments thereto; and

(c) the details of steps takes by different State Governments to promote agro-based food processing units?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING ' INDUSTRIES (SHRI TARUN GOGOI): (a) to (c) During the meetings with the State representatives and Nodal agencies, the States were advised to accord priority to the development of agro-food industries in their States sad provide requisite incentives. They were also advised to prepare specific schemes keeping the potential and the State resources in view. As per available information, almost all States have declared food processing industries as a thrust area and are providing varying types of incentives in different States. These incentives inter-alia include exemption/refund of sates tax, capital subsidies, subsidy or exemption of electricity duty, seed capital assistance for small units, subsidy on term loan, assistance for market promotion, etc. Many States are providing funds to their State public sector undertakings/ corporations for promoting food processing industries in the public sector/joint sector/assisted sector.

Indian Citizens in Pakistani Jails

*596. SHRI PRAMOD MAHAJAN: SHRI VIREN J. SHAH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) what is the number of Indian citi zens at present languishing in Pakistani jails;

(b) under what offences and since when each of them has been detained;

(c) what are the details of the Army and Air Force personnel missing since 1971 war or otherwised detained in Pakistani jails, since when they have been detained there, and what is their present position;

(d) what are the details of the steps Government have so far taken for the release/exchange of Indian prisoners; and

(e) the number of Indian prisoners released/exchanged with Pakistani prisoners since 1971 war?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE): (a) to (e) According to available information there are at present 1213 Indian prisoners in Pakistani jails. The Indian tint*"*"*[1]* are detained on various grounds including alleged transgression of local law* or overstay of visa period in Pakistan; apprehension in the waters in the region where the Indo-Pak ~~maritime~~ boundary is yet to be ~~detcrmined;~~ straying acsoss the IB and LOC, etc.

Pakistan does not furnish details of the Indian prisoners lodged in various jails in Pakistan on a case-by-case basis.

The Protocol on Consular Access signed between India and Pakistan in 1982 provides for the exchange of prisoners between India and Pakistan. Since the signing of this protocol, 655 Indian prisoners have been repatriated from Pakistan.

The question of early release and re-patriation of all Indian prisoners under detention in Pakistan has repeatedly been taken up with the Government of Pakistan at the official as well as at the political level. Government are of the view that this is a humanitarian problem and should be resolved as such. We would continue to make all efforts at every opportunity in this regard.

Following the 1971 Indo-Pak war, 532 Indian defence personnel who were taken as prisoners by Pakistan, were repatriated to India. However, according to available information,-at present 54 Indian defence personnel are believed to be in custody in Pakistan. The question of their release has been repeatedly taken up with the Government of Pakistan. The Government of Pakistan, however, maintain that there are no Indian defence personnel in their custody.

LPG Dealership in Gujarat

*597. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) what is the total number of LPG dealers appointed by Government during 1993-94, 1994-95 and so far in 1995 in the country, State-wise, particularly in Gujarat; and

(b) what is the action plan of Government for issuance of new LPG dealerships in Gujarat in 195(5-96?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) The number of LPG distributorships commissioned in the country during the years 1993-94 and 1994-95 was 188 and 402 respectively, out of which 28 LPG distributorships were commissioned in Gujarat.

(b) In addition to 77 proposals pending from previous marketing plans, 64 LPG distributorships have been included in the LPG marketing plan 1994—96 for Gujarat.

उत्तर प्रदेश में डीजल और पेट्रोल की कमी

*598. श्रीमती मालती शर्मा:
श्री राजनाथ सिंह:

क्या पेट्रोलियम और प्राकृतिक गैस मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि पिछले कई महीनों से समस्त उत्तर प्रदेश में डीजल और पेट्रोल की भारी कमी रही है जिसका उत्तर प्रदेश के उद्योगों पर प्रतिकूल प्रभाव पड़ा है, और डीजल एवं पेट्रोल की कमी से किसानों को भी भारी नुकसान हुआ है;

(ख) यदि हां, तो इसके क्या कारण है;

(ग) इस कमी को पूरा करने और डीजल एवं पेट्रोल की पर्याप्त मात्रा सुनिश्चित करने के लिए सरकार द्वारा क्या कदम उठाए जा रहे हैं; और

(घ) उत्तर प्रदेश को उसकी आवश्यकतानुसार डीजल एवं पेट्रोल की आपूर्ति करने के लिए क्या कदम उठाए जा रहे हैं?

पेट्रोलियम और प्राकृतिक गैस मंत्रालय के राज्य मंत्री (कैप्टन सतीश शर्मा): (क) और (ख) जी, हां। उत्तर प्रदेश सहित उत्तरी राज्य पेट्रोल और डीजल की कुछ कमी का सामना कर रहे हैं।

यह कमी अप्रैल और मई के महीनों में कृषि क्षेत्र की डीजल की बढ़ी हुई आवश्यकताओं, मथुरा रिफाइनरी की विभिन्न इकाइयों की अप्रत्याशित बंदी और आयात व परिवहन बाधाओं के कारण है।

(ग) और (घ) स्थिति से निपटने के लिए निम्नलिखित उपाय किए गए हैं;

(1) विजाग, कांडला और कोयाली से वैकल्पिक आपूर्तियों का प्रबंधन किया गया।

(2) बजबज से पूर्वी उत्तर प्रदेश के स्थानों तक अतिरिक्त टैंक वेगन लदानों का प्रबंध किया गया।